

not, in honor and justice, give their sanction to such abominable iniquity. They are too just, too honorable, to approve of the execrable maxim that "all's fair in politics."

It may be regarded as no slight evidence of the faithfulness with which I adhered to my party obligations, that, after consulting, under the pressure of strong feelings, to vote for the experimental tariff, provided it could be amended so as to postpone its taking effect until 4th March next, I had very considerably doubts whether I had not gone too far. Yet, in my endeavor to avoid complaint, I adhered to my pledge; and nobody was suffered to know of my repentance. The minute before I resigned, it was made known that I would abide by that offer, and a flood answer was given by those competent to reply, that the bill would certainly pass without my vote, and any allegation of its passage in the House, and therefore, no amendment would be voted for. This was communicated to me, and thereupon my resignation was handed in to the Senate.

Now, my friends and countrymen, I believe I have told you all, and I submit to your justice and common sense, whether ingenuity and malice combined can make out more against my conduct with this administration, upon the subject of the tariff, than an honest difference of opinion? Because the President recommended a tax law, must your senator therefore approve of it, without crossing a t or dotting an i? Because the administration wished to carry a bill for revenues, must your senator, against his own judgment, therefore vote for it? Because the Treasury Department may have become committed to a new experiment on the tariff, did it therefore become a part of the creed of democracy, and bind senators who were chosen long before this administration was elected? When, and where, and how, did these become a part of the political faith of North Carolina? Who indoctrinated her and her people? What book teaches it? What precedents enforce it? What age illustrates it? The constitution provides that bills for raising revenue shall originate in the House of Representatives; but here is a new doctrine in politics, and a new practice in carrying it out, as well as a new principle for laying duties! And will you proscribe me, simply because I resigned rather than give my vote to revolutionize at once, and without time for deliberation, or opportunity to amend the act, all the past experience of the government, and set aside the counsels of Washington, Jefferson, Madison, Monroe, and Jackson?

I do not undertake to account, for the present at least, for the extraordinary outrage that was perpetrated upon my rights as a man and a senator, as soon as I had resigned, and before I had been either asked for my reasons or allowed time to speak to you for myself; nor to remark upon the servile spirit of some in our own State, who were quite eager to follow the ignominious lead. There is a time for all things. But to those in North Carolina, of every party, who aim to direct public opinion, I beg leave to say a word in which they are interested as much as I can be. How happened it that another democratic senator openly denounced this very bill as absurd, disgusting, and unfit to be touched, and he was not noticed by party censures? How did it come about that another democratic senator, in debate, averred most emphatically that the omission of a tax upon tea and coffee for revenue "was without excuse," and not a word of complaint was made against him? Whence was it that democrats of Virginia voted against the administration upon the resolution of notice to terminate the Oregon convention, and no one was heard to proclaim their want of fealty to the party or the administration? And by what influence was it that South Carolina democrats did the like, and they went unrebuked? Whence happened it that a democratic senator refused to vote for the Mexican war, and still he was a good party man and administration man? And that other democratic senators voted against amendments to the independent treasury, reported upon the recommendation of the administration, and declared by the Secretary to be indispensable to its getting along, and yet they were treated as true and loyal, without any open reproaches? And, more than all, how will you account for it, that other senators have denounced the President for the Oregon treaty, and openly charged him with fraud, deceit, and hypocrisy, and still they remained "very excellent friends" of this administration, and received no censures? But a senator from North Carolina, who enjoyed the personal confidence of the President more than any other, supported his administration more zealously,

On the other hand, should it be my misfortune to fail altogether, and to lose at the close the confidence which has been so generously bestowed in me, I have no friends who shall not find a reason for my failure in the lack of zeal to do my duty to North Carolina; nor will my enemies be able to attribute it, in any degree, to a violation of political principles, far beyond such as my known political principles have authorized me fairly to infer. I am bound by no pledges whatever. I do not affect to be ignorant that my election to the Senate was made by the democratic party; and I should spare the thought of deserting the principles of that party after having been chosen to fill so exalted a post for the very purpose of helping to sustain them. I am myself heartily and conscientiously a democrat. It is the common lot of public men to encounter calumny and misrepresentation. That would seem to be a tax imposed by freedom upon patriotism, and I am not so vain as to expect to go free. May I not, however, be permitted on this occasion, without censure from any quarter, to bespeak the candor of all just men against those suspicions which are so common, but so well calculated to weaken the hands of a representative? I do it more for the office of Statesman than for myself, and not so much to protect my own feelings as to fortify the station I must occupy on all occasions, great party captains and, on the other hand, causing even respectable men to think of entering a political opponent from the path of rectitude by pretending to anticipate his treachery, if he happens to separate from his own party leaders upon any question whatever. The dread of false clamors, by selfish men of one's own side, and the mortifying enticements of flattery from the other, springing alike from this undecidable source, constitute serious discouragements to a scrupulous and sensitive mind, against accepting a public office, which to venal or timid men in office, they are periculous temptations to swerve from the manly performance of their duty. It must needs be that parties will exist; and perhaps it is right and proper that they should. I am not to be understood as deprecating party; but only the malignant ingenuity with which it strives to fasten itself upon all and any and every question, which can be presented. This latter spirit is an undeniable evil. It makes us slaves to the bad passions, not only ourselves, but of others also.

It destroys the salutary influence of a well regulated and patriotic party spirit, having for its object the happiness of the people, and looking to the welfare of the country. Honest statesmen have always been more or less party men. There are, however, as there always must be, some questions which concern our government above the rightful control of mere party questions, in the determination of which upright minds, though attached to the same party, may differ without crime in either; and legislators for the Union, though belonging to opposite parties, may happen to concur without bad faith in either—questions upon which it were as factious to adhere to a party, contrary to the convictions of one's understanding as it would be dishonorable upon others of a different character, to desert party, and to falsify the professions, by means of which he had been elevated to office. And is it not a dictate of prudence in the number of these questions, as it should be a principle of honor among those who aim to give a direction to the popular mind, to allow to their representative that there are some points upon which, being left to think for himself, he will be expected to act independently according to his own judgment, without thereby exposing himself to be claimed as an ally by his enemies, or denounced as a traitor by his friends? Though a party man, therefore upon measures which legitimately concern themselves with the acknowledged principles of party, and by no means approving the hypocrisy of statesmen of politicians who may feign to live altogether above its atmosphere, I dare not surrender the State to party, did fealty to the latter make it necessary to do it; nor will I ever sacrifice my party to self, should it be in my power to do that.

Relying upon the blessing of God on my efforts to serve North Carolina, and, as her senator, adhering to what is right for its own sake, in public as in private life, I shall strive to deserve alike the confidence of the State and of the party by whose favor this high trust has been confided to me. I am your friend and countryman,  
WILLIAM H. HAYWOOD, Jr.  
RALEIGH, January 16, 1843.

EXTENSION OF THE MAGNETIC TELEGRAPH.—We have had the pleasure of a conversation with D. Bravo, Esq., of the Commercial Exchange Reading Rooms, in New Orleans, (says the Baltimore Clipper), who has visited the North for the purpose of endeavoring to obtain an extension of the Magnetic Telegraph to New Orleans. It would pass through Mobile, Charleston, Wilmington, &c. The importance of this communication must be obvious to every person of observation. It is important in reference to national affairs, to commercial operations, and to individual concerns; and we sincerely hope that it may be effected. We have heretofore endeavored to impress upon Congress the propriety of compensating Professor Morse for his discovery, and taking the whole line of Telegraphs under the direction of government, and for public purposes; and we yet hope that this will be done. If the line were now extended to New Orleans, it would be of immense service to government, in issuing orders to the army in relation to the war with Mexico, and for other purposes; and would probably save the public a large portion, if not the whole of the cost of its erection. Mr. Bravo has letters from Professor Morse, Hon. Amos Kendall, &c., in commendation of the proposed extension; which, as a private undertaking, would probably be productive, and would certainly add greatly to the value of the existing lines of Telegraph. We trust that the proposition will meet with favor, and that the work will be speedily accomplished.

USEFUL FIGURES.—The following brief statement will give, at a glance, the relation between the agricultural and manufacturing interests, and effectually answers the question, as to the amount of capital invested, and the amount of products realized by the separate interests. These figures may be relied upon:  
Amount of capital invested  
In Agriculture, \$1,000,000,000  
Amount of capital invested  
In Manufactures of all kinds, 400,000,000  
Annual products of the Agricultural interests, 1,200,000,000  
Annual value of all kinds of Manufactures, cost of raw material, and labor included, 300,000,000

The Philadelphia Pennsylvaniaian objects to our calling the election of a locofoco Governor in Indiana, "an accident." The objection is well taken—we should have said—"a misfortune." Is the Pennsylvaniaian satisfied, Baltimore P. i. i.

Perfectly. "A misfortune" to Whiggery is ever a benefit to our country.—Pennsylvania.

The Boston Advertiser states that Prof. Greenleaf has been appointed Dade Professor of Law in the Harvard University—the place made vacant by the lamented death of Judge Story. The place of Royal Professor of Law, so long and so ably filled by Mr. Greenleaf, has been accepted by the Hon. Wm. Kent, late one of the circuit Judges of the State of New York.

## WILMINGTON JOURNAL.

Friday, Sept. 3, 1843.

Messrs. Mason & Tuttle, 38 William street, Merchants' Exchange, New York, are our authorized agents for this paper, in that city.

We are requested by Mr. JOSHUA BRYAN, of Bladen County, to announce him as a candidate to represent the Senatorial district composed of Bladen, Columbus, and Brunswick Counties, in the next Legislature of North Carolina, in place of the late Robert Melvin, Esq. (61-1)

SHADRAH WOOLLEY, Esq., we learn from the Fayetteville Carolinian of the 29th ult., that Mr. Wooten is also a candidate to represent the counties of Bladen, Brunswick and Columbus, in the next Legislature, in place of Robert Melvin, Esq., deceased.

There are now two Democratic candidates before the people of the above counties. We hope our friends will endeavor to prevail upon one of them to withdraw. We should very much regret to see Mr. Melvin's seat filled by a Federalist.

We perceive by the Charleston papers that the citizens of that place have been at length aroused to the necessity of doing something to avoid the increasing dangers of their present situation. In common with the whole South, we have observed with surprise that the "old Queen city," as men used to call her, has been retrograding for very many years. A thousand causes have combined to keep her where she stood fifty years ago. While every town, of even three thousand importance, on the seaboard, has been erecting dykes to arrest the westward rolling tide, our philosophic neighbors have calmly gone asleep on its margin. Clinging to old fantastic notions, they have been loth to perceive that the prestige of former enterprise will avail no longer. Even that cohesive feeling of honorable pride with which the citizens of the upper districts have for so long regarded her, is fast disappearing, at the more pressing call of local interests. Marion, Darlington and Sumpter, no longer look to Charleston! At this moment they are planning, and will soon carry into successful operation, a project, whose consequences must be equally disastrous to her, and beneficial to us. We fear, notwithstanding their activity, they are not fully sensible of the capacity of these districts, to act independently. We are advised, however, that the spirit manifested at the Marion Convention is yet fully alive, and on the increase. Letters from that section assure us that more than enough has already been collected for the survey of the middle route. The surveyors are engaged, and by this time have probably commenced their operations. We do not perceive how, after the pledges we have entered into with these people, the citizens of Wilmington can now turn their attention to any other scheme. We stand pledged to carry the Road from this place to Fair Bluff, and if Charleston will meet us there, the interests of all would be equally consulted, and no pledges broken. We presume that the very intelligent men who have been appointed in Charleston to enquire into the proper route, will see the propriety of suggesting one to Fair Bluff. A road in that direction would avoid the unhealthy districts on the seaboard, and add another link to that magnificent enterprise so strenuously advocated by the lamented Hayne. In this connection, we would call attention to the second letter of Dr. Horr, which will be found to contain much valuable and interesting information.

The present population of the town of Wilmington and the environs, is said to reach 9,000. When the Rail Road to Wilmington was first built, six years ago, it was but 3,000; and the small but enterprising body of citizens, to their honor be it said, subscribed to its erection an amount larger than the then value of all the Real Estate within its limits.

ROMANTIC INCIDENT, &c. &c. &c.—The Quebec and Montreal papers are in sad fidgets to know the origin of a certain story which the papers of the Union, with a few exceptions, have lately copied. They gravely assure the public that the individual called the "rich and beautiful Kate St. Pierre" never existed, and all the stuff about the young Middy's behavior at the great fire; how for instance he tied his coat, "which was a frock," to his left foot and passed the lady ten feet to the ground, while he held on with admirable coolness to the burning rafters, &c. &c. &c., was, and must have been a deliberate hoax, got up by some Yankee Editor. We have to tell those gentlemen, that the very first time it appeared before the public, was in the columns of the Journal. Since then, our worthy contemporaries North, East, South and West, have been appropriating it to their columns without asking us any leave, or giving us any credit. It serves them right. Perhaps they will now do us the additional favor of publishing this brief, but terrible exposure.

DECISION OF THE COURT OF INQUIRY IN THE CASE OF GEN. GAINES.—The decision of this Court in the case of Gen. Gaines, of which we made mention week before last, has resulted in his acquittal, and there has been no Court Martial ordered. The whole list of allegations against Genl. G. were gone through with in detail. The Court while characterizing some of the acts of Gen. G. as unauthorized and not warranted by the state of affairs at the time, recommended that no further proceedings be had in the case, and the President has decided to adopt the course recommended by the Court.

Iowa has declared, by a small majority, in favor of the new Constitution. Her Legislature will soon assemble, when two U. S. Senators will be elected to the next Congress. Gen. Dodge, the present delegate, is spoken of as one of the candidates. Iowa is good for two free-trade Senators, any how.

## Important from Mexico.

The news from Mexico received since our last issue, assumes a very interesting attitude. Another revolution has broken out in that ill-fated country. Paredes has been thrown into prison. Vera Cruz and the city of Mexico have declared in favor of Santa Anna, and he has been recalled from exile in Cuba, to assume the reins of government—his arrival has been announced. Below we give the whole affair in detail from the New Orleans papers:—

From the N. O. Times, 24th ult.—Extra. Most Important News from Mexico!—Arrival of the British ship-of-war *Electra*—Overthrow and Imprisonment of Gen. Paredes—the country pronounced in favor of Santa Anna—his arrival at Vera Cruz—annexation of the California to the United States.

Through the politeness of an eminent commercial house, we have just been placed in possession of the following most important intelligence from Mexico. The news was received by a British man-of-war, which touched at the Balize with despatches from the British Minister at Mexico for his Government papers:—

The purport of these despatches is, that the United States have taken possession of the California, and that the revolution in favor of Santa Anna is complete.

We submit the following letters, from which it will be perceived that the steamer *Arab*, with Santa Anna on board, was in sight off Vera Cruz on the 16th inst.

VERA CRUZ, Aug. 16, 1846.

Availing ourselves of the opportunity by a British man-of-war, we have just time to state that Mexico and Puebla have since pronounced for Federalism and Santa Anna. Bravo's Government, hardly established, was overthrown, and Gen. Salas has put himself at the head of the movement until Santa Anna may arrive.

Tranquility was soon restored. Gomez Farías aided the partisans of Santa Anna to bring about the revolution. His sons have come down here to welcome Santa Anna, who left the Havana on the 8th, in a British steamer called the *Arab*, accompanied by Almonte, Haro y Tamariz, Rejon and Boves, and ought to be here every day.

Gen. Paredes was taken prisoner, and is kept in the citadel of Mexico. Gen. Salas has issued already a letter of convocation of Congress, on the principles of 1824, and the members are to assemble at Mexico on the 6th December next.

The present conveyance carries the news of the annexation of California to the United States, received last night by express at the British Consulate.

VERA CRUZ, Aug. 16, 1846.

Advices have been received by express of the formal annexation of California to the United States! This vessel of war takes the British Minister's despatches to New Orleans and to England.

The whole country has declared in favor of Santa Anna, who left Havana for here on the *Arab* steamer, but has not yet arrived, which makes his friends rather anxious for his safety. P. S. The *Arab* just in sight.

The New Orleans Picayune, of the 21th inst., in a postscript, says that the British brig of war *Daring*, arrived off the Balize last evening, from Vera Cruz, and two of her officers came up to town this morning with a mail and despatches.

The steamer *Arab* arrived off Vera Cruz on the 16th inst., with Santa Anna on board. He immediately placed himself at the head of the movement in that department.

The Departments of Puebla and Mexico have declared for Santa Anna, and Paredes has already been taken prisoner. The revolt at the Capitol was headed by Gen. Salas.

From the N. O. Picayune, 21th inst.—Extra. ARRIVAL OF THE *McKIM*. CAPTURE OF CHINA BY CAPT. McCULLOCH—ARRIVAL OF GEN. TAYLOR AT CAMARGO—ADVANCE OF CAPT. DUNCAN.

The steamer *McKim* arrived from Brazos Santiago at an early hour on Sunday morning, bringing dates from Point Isabel of the 13th inst., and from Camargo, the present headquarters of the army, of the 13th inst.

The news by this arrival from Matamoros is not of great moment. Col. Clark has succeeded in re-establishing order in the city, by putting into execution the orders dictated for that purpose by Gen. Taylor.

Capt. W. L. Ball, of the Kentucky volunteers, is supposed to have been murdered by the Mexicans on the road between Brita and Matamoros.

The town of China, on the Rio San Juan, 65 or 70 miles from Camargo, was taken on the 5th inst., by Capt. McCulloch, of the Texas Rangers, without opposition. Col. Seguin with 100 Mexicans, were in the town, but on the appearance of the Americans they retreated.

Another Mexican depot of arms has been found in Matamoros, and a quantity of stores and ammunition seized.

The Regiment of Rangers, under Col. Jack Hays and Lieut. Col. Walker, left Matamoros about the 10th inst., on an expedition into the interior. The precise route to be taken by them is not known, and will depend probably upon circumstances. We hope to be kept fully apprised of the movements of this corps, to which great importance is attached in the army.

The 2d Regiment of Dragoons, which is composed now of only four companies, with about 375 men, has abandoned its encampment between Point Isabel and Fort Brown, and was at Matamoros at last accounts.

Maj. Gen. Butler is represented to be quite ill at Point Isabel.

LATER FROM MEXICO. From the New Orleans Picayune, 26th ult. CALIFORNIA.

The following letter alludes to the capture of California. From information received at Alvarado it would appear that the Californians were not taken by the squadron under Com. Sloat, but that American citizens sojourning in those provinces, combined with disaffected Mexicans, declared themselves independent of the Central Government, and raised the flag of the United States in token of allegiance to this country.

This does not appear to be identical with the rumor brought here first from Havana by the revenue cutter *McLane*, and next by a vessel from Kingston, Ja., whither it was conveyed by the *Daring* more than a month ago.

The version of our correspondent is confirmed by a Spanish letter before us, written in the city of Mexico on the 8th inst., in which it is given as news: [Correspondence of the Picayune.] U. S. SQUADRON. Anchorage off Point Lizardo, Aug. 18, 1846. Gentlemen:—I have an opportunity of writing you a line by one of the vessels of the

squadron bound to Pensacola. We have authentic intelligence that the city of Mexico has followed the example of Vera Cruz, and declared for Santa Anna. I have not learned the names of the provisional authorities, but understand that the ministry are decidedly inclined to make peace with the U. S. Some of the Vera Cruz journals have recently published strong articles advocating the same policy. Paredes and Bravo are abandoned by the army. Paredes is now a prisoner.

The flag of the U. S. is now floating over the Californians. I have not heard that the squadron of Com. Sloat had arrived or had any part in bringing about the new state of things. There appears to have been a revolutionary movement by the junction of the resident Americans and native citizens.

The Editors of the N. O. Times have seen a letter from the city of Mexico, dated the 8th, which makes no mention of Paredes' imprisonment, and are therefore inclined to doubt the correctness of the information contained in the letter from Vera Cruz.

By our last accounts, Paredes has left the capital on the 31st ult., at the head of 4,000 troops, whence it must be presumed that he was pretty far advanced on his way to the North when the revolution broke out. But this is a matter of little moment.

TO THE EDITOR OF THE JOURNAL:—SIR:—I concluded my first communication by endeavoring to prove that the Wilmington and Raleigh Rail Road is the only cause which has produced such an extraordinary change in the appearance and in the general circumstances of the town of Wilmington.

I cannot, however, entertain the opinion that it will produce a much greater degree of prosperity than what already exists. There may be some increase of freight, causing the receipts to fluctuate between \$35,000 and \$50,000. There may also be more travellers on the Road in a year or two, when the line of Rail Road between Atlanta and Montgomery shall be completed, although that may be occasionally much influenced by the depth of water in the Ohio river, during the summer months. It is time, therefore, if the citizens of Wilmington desire to see the town go on increasing, and to enjoy still greater prosperity, or perhaps, to maintain that with which they are now favored, to turn their attention to some new channel of communication with the interior of the State.

It may be well to consider, first, what plan is in agitation in another part of the State, and next, what seems to be the object with the citizens of Charleston so far as the town of Wilmington is concerned. For this purpose, two extracts from the Charleston Courier of the 19th inst., will be sufficient:—one is a communication, and the other is editorial:—

"CAMDEN AND RALEIGH. The connection between the North Carolina and South Carolina Rail Roads.

"This is a question of vital importance to Charleston and one which it behooves her to resolve deeply, before taking a y decided step. There are two lines of Rail Road in North Carolina, proposing to form a connection with us; the one which now terminates at Wilmington, and the one terminating at Raleigh. The Road from Wilmington to Charleston could not be expected to bring any freight to the city, nor increase its trade in any respect. The transportation of freight between the city and points along the coast, can always be made cheaper by water than by Rail Roads. But suppose the Road from Wilmington be made to terminate at some point on the Rail Road between Charleston and Columbia. The only difference would be, that neither the Omnibus owners nor the tavern keepers would make any thing out of the passengers, and still not one pound of freight would be brought to Charleston by it. On the contrary, it is evident that some small amount of trade which now goes to Charleston, would be carried to Wilmington.

"But let us see what will be the effect of extending the Road from Raleigh, through Fayetteville and Cheraw, to Camden. It must inevitably secure to Charleston the entire trade of that whole country, at least as far as Fayetteville, and from the country west of Fayetteville. This trade will add greatly to the prosperity of the city and to the revenue of the Rail Road.

"The travel from the city of Charleston, North, will pay a revenue to their own Road. This line being through a healthy country, will better and swifter the purpose of general travel and being assisted by the local business of Raleigh, Fayetteville, Cheraw and Camden, will be more profitable than a line near the seaboard.

"The great stream of travel would then be secured to the South Carolina Rail Road, without competition.

That a citizen of South Carolina should wish to see such a route established, is by no means surprising, but the citizens of Wilmington have been assured by the respectable delegates who attended the Convention at Marion Court House, that this route is also advocated by the citizens of Raleigh and Fayetteville, who are willing and anxious to co-operate with such citizens of South Carolina as are in favor of the upper route—a route that will traverse the State from the South Carolina to the Virginia line, effectually dividing all the resources of the middle and western counties of the State between Charleston on the one side, and Petersburg on the other, making nearly the whole, and certainly the most productive part of the State, tributary to South Carolina and Virginia. The geographical position of North Carolina is naturally bad enough, as I have shewn in my first communication, but here, art, instead of counteracting the evil, is invoked to co-operate with nature, in thoroughly impoverishing and ruining the State, without any benefit worthy of consideration accruing to the parties who, in this State, advocate that line of Rail Road. Now, should this plan succeed, and the Road may be constructed without the aid of the citizens of Charleston, what would become of Wilmington? Let the citizens of this town reflect deeply and seriously on this subject, for their dearest interests are at stake. It will certainly cut them off from all the resources of the interior and western counties of the State; and although, as we shall presently see, the citizens of Charleston seem to be at present disposed to keep open the direct communication between their city and this town, and even to make it more certain, by constructing a Rail Road in as direct a line as practicable, near the seaboard, between the two places, yet they may not be able to influence the course of travel, nor the contracts for the mail; and should travellers take the upper route, the receipts of the Wilmington Road would be reduced to \$50,000; and if it should lose both the travel and the mail, it would be left to depend on the receipts for freight alone, which would at once stop all proceedings, ruin the company, and cause the prosperity of the town to sink rapidly to a point of depression, still lower than that which I

have described as existing in 1835. Moreover, whatever interest the State may have in the Road would most probably become a total loss.

The communication from the Charleston Courier upon which I have been commenting, elicited from the Editor the following remarks:—

"We publish by request an article over the signature of 'C.' It appears to have been written from the interior, and no doubt, embodies the argument in favor of the upper Rail Road between Camden and Raleigh. The writer, however, will find it difficult to make us Charlestonians yield to his positions, or to his views, that this connection between Charleston and Wilmington decidedly the preferred route will bring no other benefits to our city than 25 cents to omnibus men, and 50 cents to tavern keepers.

But the reverse is the fact; this Rail Road by Wilmington will break down no existing interests, but sustain all.

"It is certain that the citizens of Charleston will never contribute to any other route. They will interpose no obstacle to a Road from Camden to Raleigh, or from Manchester to Wilmington, if the Districts of Kershaw and Darlington, and Sumter and Marion, with the intersecting counties on their line in North Carolina think proper to construct it. But 'C.' may rest assured that no argument which he has presented will divert Charleston from the direct connection with Wilmington, and that seconded as they will be by Horry & All Saints, Christ Church, Waccamaw & Santee—they feel confident that the work will be soon commenced and speedily built."

From the foregoing remarks of the Charleston Editor, it would appear that the inhabitants of that part of the country are determined to have a direct communication with this town by means of a Rail Road running along the sea coast. To this, the citizens of Wilmington have no reason to object. It can scarcely affect the interests of the town one way or the other. It may shorten the route between Charleston and New York a few hours, and place the communication beyond the contingency of storms and gales. In Charleston, they appear to be equally indifferent to the two new routes spoken of in this State; that is, the upper route from Raleigh to Camden, through Fayetteville and Cheraw; and what may be called the middle route, from Wilmington to Manchester.

From an able article published in the Commercial of the 20th ult., over the signature of C. & N. O., we learn that there is little difference in the length of the two routes; that on the upper route, 44 miles more of Rail Road would have to be constructed than on the middle route; and that the nature of the ground is much more favorable on the middle than on the upper route. That writer tells us, that, "on the Wilmington and Raleigh Rail Road, the greatest grade is 30 feet per mile, that on 60 miles of the line between Wilmington and Manchester, which have been surveyed, the greatest grade will not exceed 20 feet per mile, while on the route from Belfield to Raleigh, there are grades of 50 and 60 feet, and North of the Roanoke, a grade of 96 feet per mile, for nearly two miles."

Notwithstanding the disadvantages under which that proposed line of Road labor, I say again, it may, by the aid of borrowed capital, be constructed. But admitting this to be uncertain, or even doubtful, the subject is of too vital importance to the citizens of Wilmington to tolerate even a contingency. If that upper route were designed to develop the resources of the middle and western counties, and to benefit the State—if it were calculated to increase the prosperity of Raleigh, Fayetteville, or of any town in North Carolina, the enterprise would enlist the sympathies and well wishes of the citizens of this town in its behalf—but when they know it to be ruinous and discreditable to the State, making her, as I have a ready said, tributary to South Carolina and Virginia, and that it would ensure the complete ruin of this town, nothing that can be accomplished by human effort, at almost any cost and sacrifice, should be neglected, which will defend such suicidal policy and avert such lamentable consequences. And fortunately, the citizens of Wilmington have it in their power to save the credit and honor of the State, and at the same time, to preserve their own town from ruin. That the Road to Manchester will accomplish this, I shall endeavor to show in my next article. WM. P. HORT, M. D.

## THE SANTA FE EXPEDITION.

The following items are copied from the Charleston News:—

The St. Louis Republican states that an express from Gen. Kearney's camp, at Bent's Fort, arrived at Fort Leavenworth on the 11th ult. The express left Gen. Kearney on the 19th of July.

Gen. Kearney, with his command, consisting of several companies of U. S. Dragoons, the 1st Regiment of Missouri Volunteers, under Col. Doniphan, and the Battalion of Volunteer Artillery, under Major Claiborne, set out from Bent's Fort for Santa Fe, on the 1st day of August. The troops were all in excellent health and spirits—there had been but one death up to the time the express left.

A short time before the express left, Capt. Moore, of the Dragoons, captured three spies who had been sent out from Santa Fe to ascertain the strength of our force. They were shown all over the army, by order of Genl. Kearney, and then dismissed.

From these men, and from other sources, it had been ascertained that the Mexicans were anxiously awaiting the arrival of the army, believing that it would furnish them a harvest in the way of trade, and protection from troublesome Indians in their vicinity. There was no troops at Santa Fe, nor in the upper provinces, and none were expected. Gov. Armijo has issued a proclamation, in which he states that the existing hostilities between the United States and Mexico will not interrupt the trade between the United States and Santa Fe.

The ladies of Santa Fe were making extensive preparations in the way of bandage balls and other sports, for the reception of the United States troops; and some of them expected to be permitted to go with the expedition to California.

It is said that Gen. Kearney will stop at Santa Fe until Col. Price's Regiment arrives there. That upon their arrival, that Regiment, or a portion of it, will be left to occupy Santa Fe and other important points in the vicinity, and Gen. Kearney, with the residue of the force, will proceed immediately to California.

The five hundred Mormon Infantry, under the command of Lieut. Col. Allen, were progressing rapidly. It was believed they would reach Bent's Fort nearly as soon as Col. Price's Regiment.

A great many traders and a very large amount of goods are going out. They are scattered all along the route. The road is represented as in splendid condition.